ABSTRACT

A method and a control unit for operating an internal combustion engine of a motor vehicle are provided, in particular for controlling/regulating the internal combustion engine as a function of an air-mass sensor signal from a first air-mass sensor. A first auxiliary signal, which is obtained arithmetically from an additional sensory system or from models of the internal combustion engine, allows a plausibility control or the substitution of the air-mass sensor signal in the case of signal interference of the air-mass sensor signal, and thereby ensures that the internal combustion engine is able to continue working in the optimal operating point.